THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 7. CLEVELAND O. FEBRUARY 14, 1884. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The Mary Virginia towed the steamship Fay from up the river bed to the Globe drydock.

The tug Samson, owned by Captain C. E. Benham is having a general overhauling and will be put in good shape.

John Hatten, a sailor, at the risk of his own life rescued a little girl from a cake of floating ice in the river recently.

The schooner A. C. Maxwell, owned by J. H. Palmer and others, is having a new floor ceiling four inches thick.

The steambarge J. S. Fay, owned by Alva Bradley, will go into the Globe drydock for a general overhauling and calking.

It is reported along the dock that one of the harbor tugs at Ashtabula has been forced out into the lake by the freshet and sunk.

Captain John Spaulding, the superintendent of the Sault Ste. Marie canal has been in the city visiting his friends for some days.

Captain Thomas Maytham formerly of Cleveland and now of Buffalo, owner of the Maytham tug line, was in this city on Friday.

The barge M. R. Warner, owned by H. J. Johnson and others, is getting new ceiling, some new frames and general repairs under the supervision of Captain Mulholland.

Engineer Q. Miller, who has been examining the boiler of the Cormorant, which lies at Winslow's dock, has finished the work and finds that it will need quite extensive repairs.

The February meeting of the Civil Engineers' Club was held Tuesday evening. A paper read by Mr. Martin at the January meeting, entitled "Some Thoughts and Statistics on the Pumping Engine of the Period," was discussed

The schooner C. H. Johnson, owned by Captain C. E. Benham and W. Case, is having new stanchions, part new de-gallant rail and cap and her stanchions calked, a new windlass, one new anchor stock, and Grover & Son will supply her with a new foresail.

The Western Iron Ore Association met yesterday morning and appointed the following committee to go to Washington for the purpose of representing the interests of the Northwestern ore producers, before the Ways and Means Committee: J. H. Van Dyke, of Milwaukee; and J. C. Morse and M. A. Hanna, of Cleveland.

A suit for damages, caused by a collision in Cuyahoga river, was placed on trial before Judge Jones and a jury Friday. The case is that of Francis E. Harmon, Albert Harmon, Gertrude Harmon, and Miranda Witkinson, the owners of the schooner Edmund Harmon, against the city of Cleveland and Patrick Smith. On May 2, 1882, the schooner, in tow of Pat Smith's, tug the L. P. Smith, while going up the river, collided with Jefferson street bridge. The plaintiffs allege that the tug repeatedly signaled the bridge men to open the draw without effect, and blame the tug for not averting the collision before it was too late. The vessel suffered serious damage, her jibboom and head gear being carried away, the mainmast being broken, and the foremast being badly damaged. They ask for a judgment of $1,000 against Smith and the city. The latter claims that the men operating the vessel were to blame for the accident, caused through their carelessness. The bridge was damaged somewhat and City Solicitor Kane has introduced a cross claim for $1,000 damages.

No charters are yet being made but there is some talk of good rates for the coming season.

The owners of the schooner Thos. Gawn at Lorain are giving her a general overhauling, part new rail, stantions, etc.

Captain Spear of Fairport who was master of the schooner Harmon, dismasted by the central way bridge while in tow of the tug is in the city.

The steamyacht Twilight which was sunk at Chagrin river is now raised and being cleaned out, her machinery and boiler will be overhauled immediately and put in good shape by the Globe Iron Works.

Captain Al Robinson has bought the schooner yacht Nadine of Mr. Henry Coffinbury and will have her converted into a steam yacht by the Globe Shipbuilding Company. She will be ready by the time navigation opens on Chippewa lake. In addition to the steam yacht Captain Robinson intends to have thirty good boats on the lake, and fishermen can have the pleasure of drawing out of Chippewa a portion of the fish the state has been stocking it with during the past five years. It will be an admirable place for pleasure seekers.

BUFFALO.

Special to the Marine Record.

R. Mills, shipbuilder, has gone to Detroit to meet his brother drydock owners at their usual annual meeting to fix up rates, etc.

The investigation into the cause of the wreck of the propeller Fred Mercur off Erie Peninsula on the night of November 15, 1883, was begun Monday before Local Inspectors Learmouth and Dickson. It will be continued on Thursday.

The Union Drydock Company has the iron steamer H. J. Jewett in one of their drydocks where she is undergoing repairs rendered necessary through her going ashore near Sand Beach last fall, which will cost about $10,000. The steamer Avon is also in drydock. She has been getting some new keel, a new sternpost, and refastening, recalking and renailing. She will also have a new rudder and wheel. The repairs were rendered necessary in consequence of her going ashore at the foot of Michigan street, Buffalo, last fall, and will cost about $6,000. The schooner Redwing is having new main rail, monkey rail, hatches, deck and some fifty new stanchions. The steamer St. Louis is having her machinery taken out and entirely refitted, new bed timbers, some new kelsons, new cants and about 60 feet of new rail. The steamer Coffinberry is having new rail and bulwarks; steamer Philadelphia is having her engines compounded, new boilers and new bed timbers.

The Union Drydock Company is building a new steambarge: Length over all, 272 feet; length of keel, 251 feet; breadth of beam 37 feet; depth of hold, 20 feet; main kelson, 17x18; two strakes of sister kelsons on each side, 14x17; five floor kelsons on each side, 12x17; bilge kelsons, three of eight inches, one of seven inches and two of six inches; ceiling 5 inches thick, thoroughly edge fastened; clamps, three strakes 3 inches thick. Her shelf pieces consist of three strakes, one 6 inches thick and two 4 inches, lower deck beams 10x10 and 10x12; upper deck beams, 7x7 and 7x10; outside planking 5 inches thick from the sheer down to below the turn of the bilge; bottom plank 4 inches, garboard strakes, one six inches and one five inches. She will be iron strapped, the top cords of her iron strapping being 8x¾ inches, one outside the frames and one inside bolted together. The diagonal strapping reaches from the top cord to the floor timbers. She will have seven hatches and will carry three masts.

The Union Drydock Company has commenced building for the Union Steamboat Company a new freight and passenger steamer. She will be built of steel and of the following dimensions: Length over all, 300 feet; breadth of beam, 38 feet; depth of hold, 25 feet; keel of 10-16 by 24 inches, supported on the inside by a vertical kelson 36 inches by ⅜; floors, 6-16 of an inch; frames, 4 inches by ⅜; reverse bars, 3x3, by ⅜; three sister kelsons on each side of center kelson and one bilge kelson worked intercostaly. The plating on the bottom will be 9-16 of an inch thick and on the sides ½ inch, 7-16, and 5-16. The upper sheer strake will be of two thicknesses of 6-16 each. Midway between the deck and the floors a 10-inch bulb will be worked; main deck, 8-inch bulb steel; upper deck, 6-inch bulb steel. The water bottom will be plated with quarter inch steel, stiffened by 3x3½ inch angle steel. She will have two strakes of 10-inch fenders, four compartments for freight, collision bulkhead forward and water tight compartments for engine and boiler space. She will have eight water tight bulkheads, double decks, and will carry three masts and will be fitted up with all modern improvements in the best manner possible.

DETROIT.

Special to the Marine Record.

DETROIT, February 12.

A suit of long standing in admiralty has just come to a terminus in the United States District Court here. It would appear that during the navigation of 1882 the tugs Gladiator and Mocking Bird, bound in opposite directions, collided on the Detroit river near Walkerville during the night, resulting in the former going to the bottom and lying there for several months; but she was finally raised at large expense to her owners. As is usual in such cases the blame was charged on either hand and a law suit followed. The decision just rendered exonerates the Gladiator from all blame, which, from the evidence presented, places the responsibility where it properly belongs.

The troubles of the steamer Algomah, alluded to in my last dispatches, are gradually approaching a solution. At this writing the work of cutting a channel to enable her to reach St. Ignace is gradually progressing at the rate of 200 feet per day. On reaching that place she will be supplied with a new wheel, and there being no drydock there to that end, a portable one is being constructed here and will be taken in parts to its destination and there put together. This machine is an immense box, made at one end to fit snugly to the bottom and sides of the boat and otherwise arranged for the fulfillment of its purposes. It will be shipped by cars and be in readiness for use ere the steamer is ready to receive it. The undertaking is novel in its character and an entirely new invention.

A petition to the Canadian Parliament has been in circulation here for several days, having for its object the construction of a harbor of refuge at Port Stanley, on Lake Erie. Duplicates of the same have been sent to other lake ports for signatures and it is hoped will be signed wherever presented. Port Stanley is situated forty-three miles northeast half east from Rond Eau Point and fifty-seven and a half miles west three-quarters west from Long Point lighthouse. The width of the piers there are only 86 feet apart at the outer end, which is a serious drawback for safe entrance, and in the event of the work being carried out, would have to be on the one side entirely reconstructed. Once inside the harbor there is ample space for a large fleet of vessels. It is midway distant on Lake Erie, and is where the sum granted at Rond Eau should have been expended, every dollar of it.

The tug Bob Hackett was sunk by ice a night or two since, at Walkerville, above Windsor, and was soon afterward raised and taken to the latter port for repairs.

The propeller St. Paul, which was so seriously damaged by fire at the close of the season, is now in the hands of carpenters for repairs. It is stated that she will be fitted for freight only, and consequently the most of her upper cabins will be removed, as they were seriously damaged at the time of the disaster. Her repairs will amount to a large sum.

The admiralty suit pending between the steambarge Colwell and barges Joy and Donaldson resulted in a division of the damages on each respectively. That of the steambarge Westford, which was sunk early in the season by collision with the Grace Holland on Detroit river, was dismissed.

Captain George McLeod, marine inspector, has been here inspecting vessels, and departed for Port Huron on a like purpose.

John Craig, shipbuilder at Trenton, Mich., has contracted to build a propeller for Ira H. Owen, of Chicago, and has already commenced operations. Her dimensions are as follows: Length, 165 feet; beam, 32 feet; depth of hold, 12½ feet.

The new iron railway steamer is approaching completion and presents a fine appearance.

Ever and anon some of the old lake veterans pass this way, and notably a day or two since Captain Arthur Edwards, of Trenton, now far advanced into the sear and yellow leaf of life. Captain Edwards commenced at an early period lake and river navigation, and in 1832 was master of the steamer Gen. Gratiot, and subsequently the Macomb, O. Newberry, Erie, Fairport and others, and was always popular in that line of his profession, and of strict habits. For several years he possessed large steamboat interests and was the projector of quite a number, but from various causes his capital passed from him, as it has from others. There are but few of these old pioneers remaining.

Captain James Millen, of this city, has entered into business with the Parker Bros., also of this place, for the purpose of carrying on a vessel and insurance business.

The propeller Oswegatchie has just been disposed of in this city, to James H. Prentiss and others, of Saginaw city, for the sum of $15,000. She was formerly one of the N. T. Co.'s steamers, plying between the upper lakes and Ogdensburg, famous for their excellent seagoing qualities which have passed out of time. She was built at Cleveland in 1867 and was 435 tons burden. Latterly she has served as a towbarge in the lumber trade. Another sale is on the tapis in this city the particulars of which cannot be reached in time for this letter.

Ward's Detroit and Lake Superior Line at their last annual meeting elected for the ensuing year the following officers: Presi-

[*Continued on 5th page*].

MARINE LAW.

LIBEL—PRIORITY OF CLAIM DENIED.

William H. Wolf, et al. vs. Schooner Arcturus. } North. Dist. Ohio. Admiralty.

H. D. Goulder proctor for libellant.

Mix, Noble & White, proctors for Dunford & Alverson.

Welker, district judge.

In this case an important question is for the first time presented to this court in a form requiring its careful consideration and determination. For several years past it has been the practice to award to the party first procuring the seizure of a vessel by virtue of proceedings in admiralty, a precedence over the holders of other claims of the same (or lower) rank, in the distribution of the proceeds of the sale of the property seized, where the fund in the registry proved insufficient for the satisfaction of all; the commissioner to whom references have been made for the purposes of distribution having so reported on the authority of *Benedicts admiralty*, p. 332 and such other as have been in accord with Judge Benedict's views on this question. To these reports, so in harmony with the opinions of this able jurist, no formal exception has heretofore been taken, and until now the judicial determination of the question by the court has not been invoked.

The language of Judge Benedict on this subject is as follows: "The order of distribution, or marshalling of the proceeds (of the sale of a vessel) is settled by the court according to the legal priority. * * In claims of the same rank the one first commencing his proceedings is preferred in the distribution. The party first seizing holds the property against all other claims of no higher character.

In support of the text so quoted, reference is made to the following authorities: Blaine vs. the Carter, 4th Cranch, 328; the Paragon Ware, 322; the Phœbe, id. 359; the Globe, 1 (should be 2), Blatchford C. C. R. 427; the Adele, 1 Benedict, 308; Boyd's Proc. 45.

From an examination of all the above except the last named, which is not at hand. it appears that the case of the Globe was decided by Justice Nelson, of the Supreme Court, holding the Circuit Court in 1852. The language used by the learned judge, in *tenus*, would fully support Judge Benedict's *dictum*, viz.: "It has been argued that this maritime lien against a vessel, for supplies and materials furnished to her master at a foreign port, is an abiding lien, and adheres to the vessel and may be enforced over all claims of a like nature subsequently accruing in the course of her employment. I cannot assent to this position. On the contrary, I am satisfied that the true rule upon this subject is that in respect to maritime liens of this description, the party first instituting legal proceedings for the purpose of enforcing his claim against the vessel, is entitled to satisfaction out of the proceeds of her sale."

The question to which this language was applied was whether, as against a purchaser of a vessel at judicial sale, in virtue of proceedings *in rem* under the water craft law of Ohio, one who had previously furnished supplies to the vessel in a foreign port, could enforce a lien upon her; and was not a question as to who had a prior right to the satisfaction of his claim out of a fund in the registry of the court, produced by her judicial sale. And the learned judge held that the sale, having been in a proceeding *in rem*, "must be held conclusive upon the transfer and disposition of the vessel in question, in whatever place she may be found, and upon the title to her, by whomsoever it may be questioned, and whether involved directly or collaterally." In other words, there had been a judicial sale in a proceeding *in rem*, which was notice to the world, and the purchaser took the vessel divested of all liens not presented in that suit for adjudication. Perhaps, if the fund produced by the sale of the Globe had been in the registry of Judge Nelson's court, and if the controversy had been in regard to priority of right to share in the fund, the language of the court would have been somewhat modified.

The case of Blaine vs. the Carter, 4 Cranch 328, seems even more unsatisfactory as an authority in support of Judge Benedict's dictum, and the case of the Adele 1 Benedict 308, maintains the theory that all claims upon the fund in the registry, which are of equal rank should be satisfied in the order in which the several libels were filed.

The reference to the cases of the Paragon and the Phœbe in Ware 322 and 359, seem still more unfortunate as authority for the doctrine they are supposed to sustain, as will be seen from the following quotation from the opinion of the court in the case of the Paragon, viz.: "When all the debts hold the same rank of privilege, if the property is not sufficient to fully pay all, the rule is that the creditors shall be paid concurrently, each in proportion to the amount of his demand." The same language is adopted in the subsequent case of the Phœbe.

Thus it appears that the theory of Judge Ware was diametrically opposed to the doctrine in support of which it seems to have been quoted.

I apprehend that the opinion of Judge Benedict and those who vote with him on the question at issue rests upon the theory that the maritime lien is simply a right to proceed by suit against a vessel or other thing which is the subject of a claim, by name, in other words, by an action *in rem*, instead of proceeding by suit against the owner of the thing, *in personam*, and this being so, the one who first asserts that right is entitled to complete satisfaction of his claim as against others of equal rank. And this seems to have been the view taken by Mr. Justice Nelson in the case of the Globe. "The question has been the subject of examination by the learned district judge for the southern district of New York, in a case which came before him in 1841 (he Triumph) he held that the true meaning of a maritime lien was, that it rendered the property liable to the claim witout a previous judgment or decree of the court sequestering or condemning it, or establishing the demand, as at common law, and that the action *in rem* carried it into effect; that the appropriation of the property to that end became absolute and exclusive on suit brought, unless superseded by some pledge or lien of paramount order; that it resulted from the nature of the right and the proceedings to enforce it, that the first action by which the property was seized was entitled to hold it as against all other claims of no higher character; *that the lien, so termed, was in reality only a privilege to arrest the vessel for the demand, which, of itself, constituted no incumbrance on the vessel, and became such only by virtue of an actual attachment of the same.* I concur fully in this view."

From this theory of the maritime lien the doctrine of "first come, first served," would seem naturally to flow. But without undertaking to criticize its soundness from a philosophical point of view or allude to the consequences involved in it, it may be sufficient to draw attention to the fact that, at a later period, the Supreme Court of the United States, in the case of Vandewater vs. Mills, 19 Howard 82, has quite differently defined the maritime lien. In that case Mr. Justice Grier, delivering the opinion of the court says: 'The maritime 'privilege' or lien is adopted from the civil law and imports a tacit hypothecation of the subject of it. It is a *jus in re*, without actual possession or any right of possession. It accompanies the property into the hands of a bona fide purchaser. It can be executed and divested only by a proceeding *in rem*. This sort of proceeding against personal property is unknown to the common law and is peculiar to the process of the courts of admiralty."

This language seems well calculated to convey the idea that the maritime lien is something more than a mere right to sue the thing, which is the subject of it; that it imports a right *in* the thing; or in the language of the learned Justia, "a *jus in re*," enforceable and made effectual by a proceeding *in rem*, and only divested by payment of the claim it is intended to secure, or by a judicial sale of the property in a proceeding *in rem*.

In the case at bar the fund to be distributed (and remaining in the registry after sundry payments of preferred claims, pursuant to previous orders of the court) amounted to the sum of $1,388.19; from which the commissioner, in his report, proposes to deduct the unpaid costs, $215.55, and the sums accrued in favor of sundry intervening creditors, in all amounting to $972.66. Said creditors are five in number, and are all paid in full except one, viz.: J. P. Donaldson, whose claim accrued partly in the season of 1881 and partly in that of 1882; while those of the other four crediters accrued wholly in the season of 1882; for this reason being preferred over the older claims, pursuant to a former ruling of this court in the case of the Selkirk. "All claims ought to be paid in the inverse order of their origin, dividing by seasons rather than by voyages as upon the ocean."

The commissioner proceeds to award the residue of said fund, $199.98 to Wolf & Davidson on their decree for $2,265.40. by reason of their being the original or first libellants on whose process the fund was brought into the registry, to the exclusion of the claim of Dunford & Alverson, amounting to $3,831.19, and of the balance of Donaldson's claim.

To this report of the commissioner Wolf & Davidson, by their counsel, except, whose complaint is that the report does not award the whole fund, less costs, to them, instead of paying the five creditors whose claims were of later origin. To sustain this exception would amount to a repudiation of the doctrine of the Selkirk, followed and quoted by the commissioners. No sufficient reason has been assigned in the argument for doing this, nor has any authority been quoted which would justify the court in making the change demanded by the exception, and thus unsettling its well established practice; it is therefore overruled.

Exception to said report has also been filed by Dunford & Alverson, the grounds of which are therein stated as follows:

1. In that he (the commissioner) has disallowed their claim.

2. In that he has allowed any portion of the claim of libellants, (Wolf & Davidson)

3 In that he has failed to apportion the sum of $199.98 (the balance after paying certain other claims) ratably between libellants and them.

In the arguments of counsel no stress is laid on the first or second of the above grounds; but the question involved in the third has been discussed with much ability and evidence of research. If it cannot be said that the authorities preponderate in favor of the exceptor's views, it certainly appears true that the conflict among them is so evenly waged that the court is left at liberty to adopt that theory which seems, in its judgment, most in accord with the legal principle promulgated by the Supreme Court of the United States, and in accord with its own view of justice and propriety.

If the maritime lien imports a *jus in re*, or proprietary right in the ship it is not easy to understand why the mere act of instituting suit *in rem* for the enforcement of a lien should operate to divest or supersede the lien of another party whose claim is of equal rank and merit who, in obedience to the proclamation, constitutes the proceeding for the assertion of his claim, before the final decree disposing of the fund produced by the sale of the vessel. The mere accident (it may be) by which one of several libels happened to be first brought to the clerk's office and filed, seems quite insufficient as an authority for the original libellants to sweep the fund to the exclusion of all others having co-ordinate claims. If this may rightfully be done, why not exclude the claims of higher rank as well? Their holders are guilty of the same *laches* as those of equal rank.

It may be said that the one who first causes the arrest of a ship assumes the responsibility of the costs and expenses of the proceeding and is primarily liable for damages for a a false arrest. The answer is that the court invariably makes the just costs and expenses a first charge upon the fund in the registry; so that no essential risk to the honest libellant is involved; and if any one causes the arrest of a ship on a claim found to be dishonest and fictitious he well deserves to be mulct in damages.

It is conceded that a party holding a claim against the ship arrested in the admiralty who neglects to obey the injunction of the court, requiring "all persons claiming the same * * to appear before the court * * then and there to interpose a claim for the same and to make their allegations in that behalf," until the property is sold and the proceeds distributed, by order of the court, is effectually cut off from all remedy against the ship and its proceeds. His lien is divested by his neglect, the proceeding *in rem* being notice to all the world. It is divested by a judicial act; by the solemn judgment of a court of competent jurisdiction. This is in accordance with the opinion of the Supreme Court in the case of Vandewater vs. Mills. "It can be executed and divested *only* by a proceeding *in rem*."

Dunford & Alverson's libel was not only filed before any "final decree" in this case, but nearly two months prior to the interlocutory decree or order by which the court found and decreed the same due Wolf & Davidson as damages. The date of filing was also prior to the sale of the schooner which was made under an interlocutory order for that purpose.

The claims of Wolf & Davidson, and Dunford & Alverson, and the unpaid remainder of the claim of Donaldson are of equal rank and should share in the residue of the fund produced by the sale of the Arcturus, viz.: $199.98, ratably in proportion to the amounts unaffected by any priority of date of the announcement of proceedings in this case. The exception of Dunford & Alverson is sustained and the cause is again referred to the same commissioner with instructions to report anew in accordance with the foregoing.

The following authorities, among others, have been considered and are cited in support of the conclusion of the court, viz.: the Paragon, Ware, 322; Harmon v. Bell, 22 Eng. L. & E. 62; the Avon 1 Brown, 170; Vandewater v. Mills, 19 Howard, 82.

GENERAL NEWS.

James Gordon Bennett was Thursday elected Commodore of the New York Yacht Club.

It is said that ten residents of Detroit now favor the erection of a bridge across the Detroit river where one did three years ago.

The steamship Frisia, with the remains of DeLong and his companions on board, left Hamburg at noon Wednesday for New York.

Extension of the patent on steam grain shovels is opposed by the directors of the Baltimore Corn and Flour Exchange; also by Buffalo and Cleveland vessel owners.

Duplicate copies have been sent to congress of the resolutions adopted by the Pennsylvania legislature requesting the restoration of the land lighthouse at Erie.

The foreign trade of Persia is increasing and the Persian Government is strongly in favor of opening a trade with the United States, and is prepared to welcome both American traders and capitalists.

The Philadelphia Maritime Exchange has forwarded to Congress a petition recommending the passage of Senator Hale's bill (S. 234). "To relive ships and vessels from compulsory pilot fees."

Yellow pine boards placed in a Milford, Pa., house 160 years ago as flooring are still doing duty in that capacity. It is probably the oldest manufactured lumber in the United States that is in actual use.

Messrs. Goss, Sawyer & Packard launched on January 29th, a steamer, not named, of about 950 tons, built for the Oregon Improvement Company, and designed as a passenger and freight steamer for the Oregon coast.

The Senate Committee on Commerce authorized Senator Frye to report to the Senate for passage a new bill for the relief of American shipping. This measure has been prepared by the committee from the various bills heretofore referred to it on the same general subject, and will be offered as a substitute for them.

Messrs. Goss, Sawyer & Packard launched from their yard at Bath, Me. on February 2, the 3-masted schooner City of Baltimore. She registers 356.76 tons. and is owned by Emerson Rokes, and others of Baltimore, from whence she hails. L. S. Lawes, of Chrisfield, Md. will command her. This schooner is the 181st vessel built by the above firm.

Captain D. P. Dobbins, of the Buffalo life saving crew has been in Washington for several days, making a report in regard to the construction of a number of his self-bailing and self-righting life boats. It is believed by the superintendent that the Dobbins boat possesses many advantages over the English boat in that it is more portable and absolutely unsubmergable.

The encouraging news comes from Washington that the supporters of the Dingley shipping bill have agreed that no amendments shall be made to it. It will be offered to the House of Representives as a bill cover-

ing only the removal of excessive charges. In such a shape it should be passed without delay. It is to be hoped that the Senate will be equally fair in its treatment of the bill. Get the burdens out of the way first and then shipping will have some chance to live.

Gen. O. M. Poe, of Detroit, has prepared the draft of a bill which the Secretary of War has transmitted to Congress placing the St. Mary's Falls canal under the control of the Secretary of War. A superintendent and as many assistants as may be necessary are to be appointed by the Secretary of War upon the recommendation of the engineer officer in charge of the work. Regulations for the protection of the canal and approaches are set forth and authority given for their enforcement.

WORK OF THE AMERICAN SHIP WINDLASS COMPANY.

The steamer building at Cleveland will have a Providence capstan windlass from the American Ship Windlass Co.

The steamer building by the Union Drydock Co., at Buffalo, is to have a Providence capstan windlass from the American Ship Windlass Co.

The two steamers building by the Detroit Drydock Co., at Detroit, Mich., will have a Providence capstan windlass, from the American Ship Windlass Co.

The schooner just built by Samual Gaskill, at May's Landing, N. J., has a Providence pump brake windlass from the American Ship Windlass Co.

The schooner building by Morris & Mathis, at Cooper's Point, N. J., for Captain J. T. Booye, will have a Providence pump brake windlass from the American Ship Windlass Co.

The steam yacht Lagonda, building at South Brooklyn, for J. C. Hoagland, will be furnished with a Providenc pump break windlass by the American Ship Windlass Company.

The large ship building by T. J. Southard & Son, at Richmond, Me., will have a Providence capstan windlass, with Southard's messenger chain attachment, from the American Ship Windlass Co.

The U. S. revenue steamer Dallas, commanded by Captain R. Glover, and stationed at Portland, Me., has replaced her old windlass with one of the celebrated Providence pump brake windlasses, made especially for her with extra heavy and long shaft to fit into the old bitts. Captain Glover says they can take the anchor in one quarter the time required with the old windlass, and he is very much pleased with it in every way.

The three large steamships building by William Cramp & Sons Co., at Philadelphia, for the Morgan Line, and one for the Metropolitan S. S. Co., will be furnished with the new style Providence steam capstan windlass from the American Ship Windlass Co.

The steamer Boischere, of Port Au Prince, Hayti, is to have her old windlass replaced by a Providence pump brake windlass from the American Ship Windlass Co.

The steamer Estere, of Port Au Prince, Hayti, is to have her old windlass replaced by a Providence crank windlass.

The U. S. revenue steamer Ewing, at Baltimore, has just had her old windlass replaced by one of the Providence pump brake windlasses from the American Ship Windlass Co.

The schooner building at Tottenville, Staten Island, by J. Ellis & Son, for Captain Rose and others, will have one of the Providence pump brake windlasses.

The schooner building at Milford, Del., by Semple & Reville, will have a Providence pump brake windlass from the American Ship Windlass Co.

The vessel building by G. C. Pettis, at Port Greville, Nova Scotia, is to have one of the celebrated Providence windlasses from the American Ship Windlass Co.

The transfer steamer William T. Hart, on on the Hudson, has just been fitted out with two Providence steam capstans from the American Ship Windlass Co.

The tug William H. Wood belonging to B. D. Wood & Brothers, of New Orleans, is to have one of the Providence steam capstans from the American Ship Windlass Co.

The steam collier building by the American Shipbuilding Company has a Providence capstan windlass with messanger chain attachment, from the American Ship Windlass Co.

The iron sailing ship building by the American Shipbuilding Company, which was launched on Saturday, has a Providence capstan windlass, with Southard's messenger chain attachment and Kendell and Roberts' hoisting engines.

The steam collier for the Consolidation line, built by Harlan & Hollingsworth Co., at Wilmington, Del., has a Providence pump brake windlass with messenger chain attachment and a Providence capstan from the American Ship Windlass Company.

An Englishman shooting small game in Germany said to his host that there was a spice of danger in shooting in America. "Ah!" said the host. "You like danger mit your sport. Then you go out shooting mit me. The last time I shoot mine bruder-in-law in the schtomack."

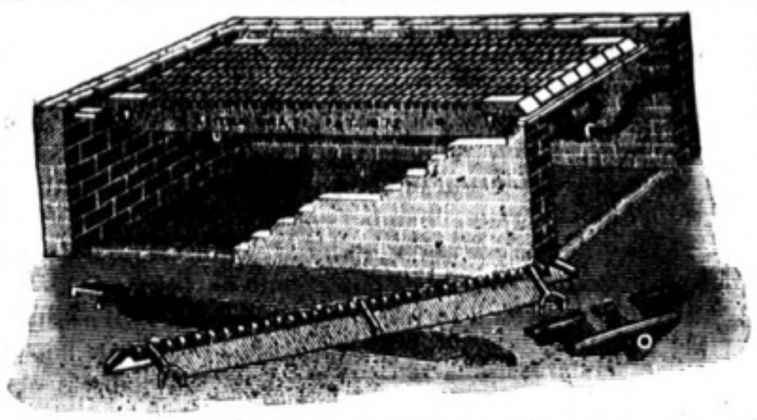
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Globe Iron Works, Manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



T. E. WILSON,

SUB-MARINE DIVER.

All Kinds of Water Work

DONE PROMPTLY TO ORDER

HEADQUARTERS,

Upson & Walton's, River Street,

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PENFIELD BLOCK CO,

Lockport, New York, are Sole Manufacturers of the

Celebrated "Anchor Brand" Tackle Blocks,

ALL STEEL, ROLLER BUSHED

OR WITH

Our Self-lubricating Phosphor Bronze Bushings.

The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS; PATENTED NOVEMBER 13, 1883.

Illustrated Catalogues and price list mailed free on application. Sample orders solicited.

TO PRESERVE THE HEALTH

Use the Magneton Appliance Co's

Magnetic Lung Protector!

PRICE ONLY $5.

They are priceless to LADIES, GENTLEMEN AND CHILDREN WITH WEAK LUNGS; no case of PNEUMONIA OR CROUP is ever known where these garments are worn. They also prevent and cure HEART DIFFICULTIES, COLDS, RHEUMATISM, NEURALGIA, THROAT TROUBLES, DIPTHERIA, CATARRH, AND ALL KINDRED DISEASES. Will WEAR any service for THREE YEARS. Are worn over the under clothing.

CATARRH, It is needless to describe the symptoms of this nauseous disease that is sapping the life and strength of only too many of the fairest and best of both sexes Labor, study and research in America, Europe and Eastern lands, have resulted in the Magnetic Lung Protector, affording cure for Catarrh, a remedy which contains NO DRUGGING OF THE SYSTEM, and with the continuous stream of Magnetism permeating through the afflicted organs, MUST RESTORE THEM TO A HEALTHY ACTION. WE PLACE OUR PRICE for this Appliance at less than one-twentieth of the price asked by others for remedies upon which you take all the chances, and WE ESPECIALLY INVITE the patronage of the MANY PERSONS who have tried DRUGGING THEIR STOMACHS WITHOUT EFFECT.

HOW TO OBTAIN This Appliance. Go to your druggist and ask for them. If they have not got them, write to the proprietors, enclosing the price, in letter at our risk, and they will be sent to you at once by mail, post paid.

Send stamp for the "New Departure in Medical Treatment WITHOUT MEDICINE," with thousands of testimonials.

THE MAGNETON APPLIANCE CO.,
218 State Street, Chicago, Ill.

NOTE.—Send one dollar in postage stamps or currency, in letter at our risk, with size of shoe usually worn, and try a pair of our Magnetic Insoles, and be convinced of the power residing in our Magnetic Appliances. Positively *no sold feet where they are worn, or money refunded.*

V. D. NICKERSON,

MARINE ARTIST

Rear of Central Tug Office, Main St. Bridge, Cleveland, O.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 33 St. Clair Street. Telephone 118.

I CURE FITS!

When I say cure I do not mean merely to stop them for a time and then have them return again, I mean a radical cure. I have made the disease of FITS, EPILEPSY or FALLING SICKNESS a life-long study. I warrant my remedy to cure the worst cases. Because others have failed is no reason for not now receiving a cure. Send at once for a treatise and a Free Bottle of my Infallible remedy. Give Express and Post Office. It costs you nothing for a trial, and I will cure you.
Address Dr. H. G. ROOT, 183 Pearl St., New York.

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A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address, TRUE & Co., Augusta, Maine.

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

Eastward.	Arrive.	Depart.
Fast New York Express	*1 07 A M	*1 22 A M
N Y, B & A Express	*6 37 A M	*7 02 A M
Elyria Accommodation	†8 07 A M	.....
Port Clinton Accommodation	†10 37 A M	.....
Buffalo Accommodation	†10 37 A M	†10 52 A M
N Y & B Fast Express	*1 57 P M	*2 27 P M
Cin. & St. Louis Express	.....	*3 37 P M
Conneaut Accommodation	.....	4 22 A M
Nottingham [Sunday only]	9 44 P M	.....
Night Express	†9 42 P M	†10 07 P M

Westward.	Arrive.	Depart.
Fast Limited Express	*11 55 A M	*12 05 A M
Mich Express via Sandusky	*2 22 A M	*2 37 A M
Chicago Express via "	§6 07 A M	6 32 A M
Mich Accom, Norwalk	.....	†6 12 A M
Conneaut Accommodation	†8 12 A M	.....
Nottingham, [Sunday only]	4 17 P M	1 47 P M
Toledo Express via Norwalk	*12 52 P M	†3 02 P M
St Louis Ex via Sandusky	*1 02 P M	*1 25 P M
C P Ex via Norwalk	†6 02 P M	*6 32 P M
Port Clinton Accommodation	.....	† 4 32P M

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

BEE LINE

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

Equipment New and Comprising all Modern Improvements.

☞Tickets by this popular route for sale at all regular Ticket Offices.

E. B. THOMAS, General Manager. **O. B. SKINNER,** Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 1, Cincinnati & Columbus Express	*7:30 A M
No. 11, Indianapolis & Wheeling Express	6:40 A M
No. 17, Special Columbus & Cincinnati Ex.	1:20 P M
No. 3, Special Ind & St. Louis Express	*1:40 P M
No. 5, Col. Cin. Ind. & St. Louis Express	*6:40 P M
No. 7, Gallion & C. L & W. Acc	4:30 P M
	Arrive.
No. 2, Col. & Cin. & Ind. Express	*6:40 A M
No. 8, Gallion & C. L & W. Acc	9:40 A M
No 12, St, Louis & Indianapolis Express	*2:50 P M
No. 6, Col. Cin. & Indianapolis Express	9:55 P M
No. 4, Columbus & Cincinnati Express	*3:20 P M
No. 10, Wheeling Express	6:45 P M
No. 14, Col., Cin & N. Y. Fast Line	1:10 A M

Trains marked * daily, all other trains daily except Sunday.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.?5 p. m, Jamestown (Lake Chautauqua) 1:35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m.

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L, FOUTS, Passenger Agt, 131 Bank St. Cleveland.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1883, and until further notice:

GOING EAST.

Lv. Chicago	7.47 a. m.	.....	.....
Arr. Valparaiso	9.37 "	.....	.....
" Fort Wayne.	1.00 p. m.	.....	.....
" New Haven..	1.35 "	.....	.....
" West Leipsic.	3.45 "	.....	.....
" Arcadia	4.44 "	.....	.....
" Fostoria	4.57 "	.....	.....
" Green Springs	5.44 "	.....	.....
" Bellevue	6.12 "	.....	.....
Lv. Bellevue	6.22 "	7.52 a. m.	.....
Arr Cleveland	9.02 "	10.22 "	Accom.
Lv. Cleveland	.....	10.27 "	3.52 p. m
Arr Painesville	.....	11.33 "	5:05 "
" Ashtabula	.....	12 25 p. m.	6.03
" Conneaut	.....	1.07 "	6.32 "
" Erie	.....	2.09 "	.....
" Dunkirk	.....	3.47 "	.....
" Buffalo	.....	5.22 "	.....

GOING WEST.

Lv Buffalo	9.47 a. m.	.....	.....
Arr Dunkirk	11.24 "	.....	.....
" Erie	1.23 p. m.	.....	Leave
" Conneaut	2.17 "	.....	6.17a. m.
" Ashtabula	2.50 "	.....	6.46 "
" Painesville	3.44 "	.....	7 43 "
" Cleveland	4.52 "	.....	8.57 "
Lv Cleveland	4.57 "	6.47 a. m.	.....
Arr Bellevue	7.37 "	9.17 "	.....
Lv Bellevue	.....	9.22 "	.....
" Green Springs	.....	9.44 "	.....
" Fostoria	.....	10.22 "	.....
" Arcadia	.....	10.34 "	.....
" West Leipsic	.....	11.30 "	.....
" New Haven	.....	1 35 p. m.	.....
" Fort Wayne	.....	1.52 "	.....
" Valpraiso	.....	5.55 "	.....
" Chicago	.....	7.52 "	.....

Trains run by the Ninetieth Meridian Time, which is nine minutes slower than Chicago time, twenty-eight minutes slower than Columbus time, thirty-three minutes slower than Cleveland time, forty-four minutes slower than Buffalo time, and sixty minutes slower than the Seventp-fifth Meridien time.

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

Rocky River Accommodation departs at 6:20 a. m and 2:15 p m.

Euclid Accommodation departs at 7:30 a m and 10:12 p m. All trains daily except Sunday.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure Don't delay Start now. Address STINSON & Co., Portland, Maine.

$66 a week at home. $5 00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

The Marine Record.

Entered according to the laws of the United States at the Post Office at Cleveland as second-class matter.

Published weekly at No. 2 South Water street, Cleveland, Ohio.

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00

Invariably in advance.

The MARINE RECORD can be found for sale at the following places:

No. 2 South Water street, Cleveland.
Joseph Gray, No. 284 South Water street, Chicago.
D. McMasters & Co., Sarnia, Ontario.
Wm. Godley, Escanaba, Michigan.
J. E. Somerville, Manistee, Michigan.

Articles, letters and queries on all subjects are solicited.

☞ The Editor assumes no responsibility for the opinions of correspondents.

To insure notice, contributors must give name and address, and write on one side of the paper only.

BRANCH OFFICE, 242 SOUTH WATER STREET, CHICAGO.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

CANADIAN inventors petition for the adoption of the American patent law entire.

THE village council of Superior desires an appropriation of $400,000 with which to improve that harbor.

IT is feared by the people interested in the passage of the naval bill that it will not command a majority.

DURING the year 1883 the Siemens Bros. fitted their electric light to twenty steamships. The total number of lamps was over 4,000, or more than 200 per vessel on the average.

THE old ship New Orleans, recently sold by the Government, fell from the stocks at Sackett's Harbor and instantly killed John Oates and Ralph Godfrey, and seriously injured two other workmen.

CAPTAIN WM. CASE'S wife died on the 7th inst., and on the 9th her body was taken to the Riverside cemetery and placed in the vault. Mrs. Case was born at Sackett's Harbor, N. Y., in 1835. A great many captains and vessel owners attended the funeral.

MR. FORAN expects in a week or so to have ready his bill providing for the cutting of a channel from the old river bed to the lake. He is awaiting estimates from Engineer Cooper Overman as to the probable cost. Mr. Foran does not expect much opposition to the measure.

IF the new cruisers prove failures, it will be a good while before our navy officers get another chance to waste money designing ships. There is no chance to plead Congressional interference this time. The navy, and the navy, alone, was allowed to plan the vessels now building.

THE Toronto Yacht Club is making an effort toward the formation of an association to be composed of all the yachting organizations of the lakes, and has issued a circular inviting the different clubs to take action in the mattter at their next meeting and report the result to the Secretary of the Toronto Club. The object is to effect a uniform system of yacht measurment, time allowance and signals.

THE success of the Hudson Bay route to England is not yet assured. It would cost $20,000,000 to build the necessary railroad from Winnipeg, and, as this road would run through a comparatively barren country for the greater part of the way, it would require a large sum of money to keep it running. Yet there is no doubt the scheme should be fully investigated. Parliament will, doubtless, take some action in the matter during the present session."—*Kingston News.*

And even the monopoly outlined at the recent meeting at Winnipeg would not make it pay should it be started. The index finger of Lake Superior points toward Duluth.

THE owners of the patent on steam shovels, very extensively used in loading and unloading vessels at ports where grain is shipped and received, are having a hearing before the House committee on patents. The patent on the shovel expired a year ago, and those interested are endeavoring to have it extended. Much opposition is manifested against any extension of the patent, and several boards of trade, chambers of commerce, and the like have already entered vigorous protest against the bill. The Senate during last Congress voted to indefinitely postpone the measure.

THE HENNEPIN CANAL AGAIN.

Americans are ever looking forward to the new. The latest scheme out invariably has the most admirers, while the older ones, not because of less merit, but merely for lack of novelty, are with incredible speed relegated to the shades of antiquity. This is probably in accord with the nineteenth century mind and our boasted Yankee enterprise. Certainly it agrees conspicuously with Chicago methods, which lead far in advance the rest of our swiftly moving generation. That city is nothing if not enterprising. Having taken hold of the Hennepin canal project, it admits of no rest or impediment, and that canal must of necessity materialize. We shall not be surprised if within two or three years its calm and placid bosom is covered with grain-laden craft on the way to pour their cargoes into the tall elevators of the metropolis of the lakes. There is probably very little solid foundation in the project ascribed by some of the Chicago journals to England to build the Hudson Bay route to open the Manitoba and Northwestern regions to the seaboard through the British possessions and Canada. If English capitalists ever entertained the idea, their eyes are likely to be opened wide with surprise at the speed with which they are being superceded. Our Illinois friends know how to do these things. They elected two or three representatives to Congress, loaded and primed expressly with this Hennepin canal scheme and took the necessary steps to have them placed on the proper committees to push the measure. They were prepared with two or three different schemes, each embodying the main one, but couched in ambush, so that in the event of the failure of one or more another might succeed, and so pull the canal through. Moreover the Illinois and Iowa delegations in Congress, saturated in the same canal glory, are to sweep forward at the proper time and flood the proposed new waterway as with a tide. Following is an exposition of all this by an ardent but not altogether discreet Washington special telegrapher to the Chicago Tribune, under date of February 6: "The committee on railways and canals, acting in accordance with the wishes of the Illinois and Iowa delegations in Congress, adopted Judge Murphy's bill instead of that of Mr. Cullom. The former provides for constructing the Hennepin canal, which would give the advantage of water communicatton from Chicago to the Mississippi at an earlier period, while Mr. Cullom's bill simply provides for the acceptance and enlargement of the Illinois and Michigan canal. The Committee hold that with Murphy's proposition accomplished, Mr. Cullom's proposition would naturally follow in good time." In fact, Judge Murphy is a very useful man in the present emergency. The canal scheme had to originate in the committee on railroads and canals, but once reported by that body, it will be referred by the House to the committee on rivers and harbors, and Judge Murphy "has the good fortune to be a member of both committees." Mr. Chase, of Rhode Island, was not favorably disposed towards Hennepin and somehow he was taken from the rivers and harbors committee and replaced by a man who is in full accord with it, Mr. Thomas, of Illinois. These are all very good symptoms for the passage of the bill. They also exhibit the indomitable push of the western man, which is carried to a point to command admiration. It is evident, from all these movements, that Mr. Murphy has been ordered by the committee on railways and canals to report favorably to the House a bill making an appropriation of one million dollars with which to begin work on the canal. The friends of the Maryland and Delaware ship-canal wanted to annex their measure to the Hennepin bill, but the Hennepin folks would not listen for a moment to the preposterous idea of being loaded with any other national business but their own. They probably believe in every State carrying its own national interests. The Maryland and Delaware people threaten to make trouble, but it is not at all likely that their desire for trouble can equal the danger of death to both schemes, which would result should they try too many national blessings on the country at once.

The Mississippi river convention was at work on a platform or plan of operation at Washington last week. The Hennepin people have been trying to get them to recommend their measure, but not with entire success. They may prevail upon them to recommend east and west waterways, which the Hennepin folks are prepared to construe into a fierce advocacy of their canal, as, forsooth, what other east and west waterway but the one in Chicago's interest possibly dare exist at the present moment.

MR. DINGLEY'S BILL.

Mr. Dingley's Inter-State commerce bill, which is probably the most meritorious that has been laid before Congress, defining as it does the needs and advocating the immediate relief of the shipping interests of the country, is in danger of defeat, not from natural opposition, but by being incorporated with objectionable measures. He made the mistake, early in the session, of introducing four different bills on this subject, and the Senate now authorizes Mr. Frye to introduce a measure which is intended to cover the whole ground, including not only Mr. Dingley's bill in a modified form, but a bill from its own committee, providing for the registry of foreign built vessels, and the admission of shipbuilding materials free of duty. This latter clause is meant to satisfy the friends of the subsidizing theory. We do not believe it will serve this purpose and the prospects are that the whole inter-state measure will suffer by it. Mr. Frye's bill is entitled, "a bill to remove certain burdens from the American merchant marine and encourage the foreign carrying trade." Mr. Frye made an oral explanation of the bill, and in concluding said he hoped it would receive careful consideration. It would enable America to take a step in advance of anything done for its shipping interests for the last twenty years. He hoped the burdens and barnacles placed on those important interests by our own law would be removed and something done to enable us to recover our supremacy on the ocean. Speaking for himself alone, he said there was but one way on earth, in his opinion, by which to revive American shipping, and that was to pay subsidies and bounties, and, so far as he was concerned, he was in favor of both.

MEETING OF THE DRYDOCK ASSOCIATION.

At the annual meeting of the managers and owners of drydocks around the, lakes held at Detroit on the 12th inst, the regulations governing dockage, laydays, wages and terms of payment in force during the past year were maintained with the exception of a change of local rates on small steamers, sail vessels, and barges and ferryboats, which last year were docked on the basis of 100 tons, and which has been changed to 150 tons. The general regulations are as follows:

"On vessels from 150 to 500 tons, dockage to be 20 cents per ton, and for all vessels in excess of 500 tons, the dockage to be 10 cents per ton upon the excess. The tonnage of upper deck propellers to be taken under the tonnage deck. Docking loaded vessels 10 cents per ton for the cargo in addition to the regular rates. Dockage on tugs and vessels of less than 150 tons, for floating and shifting in the blocks to be fixed by the dock proprietors of the different ports.

2. Laydays in drydock to commence twenty-four hours after the dock has been pumped out, and to be charged at the rate of seven cents per ton per day and fractions of days. But in cases where over thirty men are engaged, a rebate of twenty-four hours from lay time will be allowed; and where over fifty men are employed a rebate of 48 hours from lay time will be allowed. All boats that use docks for repairs to machinery or surveys to be charged the regular rate of seven cents per ton per day and fractions thereof after twenty-four hours.

3. The terms of payment for all repairs shall be net cash; credit not to be given except by special contract, upon good and sufficient security, aside from liens, and with interest, all time drafts to be with interest and exchange.

4. The business of furnishing labor and materials for work done in drydock belongs to the proprietors of the drydocks and not to the vessels repaired therein, or to other parties and cannot be surrendered for the benefit of any one.

5. The profits on wages during the season of navigation to be fifty cents per day for workmen; foremen to be charged for according to their ability.

The drydocks were all represented, three or four being by proxy, however, as follows: George Presley represented the drydock of Cleveland; Thomas Miller, of Chicago, the drydocks of Chicago and Milwaukee; A. McVittie, of Detroit, the drydocks of Detroit, Bay City and Port Huron; Hamilton J. Mills, the Union and Mills' drydocks of Buffalo. Mr. George Presley, of the Globe drydock was elected president of the association and H. J. Mills, of Buffalo, secretary and treasurer.

Adjourned to meet the second Wednesday in January at the Weddell House, of Cleveland.

The American canoe association has located a camping ground at the foot of Grindstone island, in Eel bay, and a race course has been surveyed. The association will meet about the 1st of August. A grand time is expected. Arrangements are being made with the St. Lawrence river steamers to stop there both ways. Charles A. Neide, their present secretary, will have all arrangements made to make everything pleasant for all who come.

The bill introduced in the Senate by Senator Gibson to amend the act which created the Mississippi river Commission provides for an extension of the work of the commission to all the navigable tributaries of the Mississippi river and for an increase of membership of the commission from seven to nine, the additional members to be elected from the Engineer Corps of the army, and an increase in compensation of the civilian members of the commission from $3,000 to $4,500 per annum. It also provides the commission shall report to the Chief of Engineers and Secretary of War, instead of directly to the Secretary of War, and shall report upon the "channel, dyke, and training wall" system, as well as upon the outlet, jetty, and levee system.

IRON MARKET REPORT.

CLEVELAND, February 13.

Although prices have given way 50 cents per ton there is a strong tone to the market and dealers are of the opinion that the bottom has been reached. Some lots have been sold to realize. We quote:

CHARCOAL PIG IRON.

No. 1 Lake Superior charcoal	$22 50@24 50
No. 2 Lake Superior charcoal	22 50@24 50
Nos. 3 and 4 Lake Superior	22 50@25 50
Nos. 5 and 6 Lake Superior	22 50@24 50
Nos. 1, 2, 3, 4, 5, Salisbury	34 50@36 50
Southern charcoal	27 50@32 50

Reported by E. L. Harper & Co., Cincinnati.

The extraordinary and disastrous flood throughout the Ohio Valley, embracing all that important area from Pittsburg to Evansville, and reaching back to many industrous points in the interior, has materially lessened the demand, temporarily suspending business throughout the section. Nearly all the mills on the Ohio river are at this writing inundated, and more or less submerged, and though the waters will quickly recede no doubt, the interruption and damage will preclude immediate resumption of operations. The aggregate reduction of production of manufactured iron will prove large, and the accumulation of orders will prompt as early a start as possible. The foundries along the Ohio river have suffered proportionately perhaps more than the mills Aside from the curtailment of production in the section referred to, business has continued active, and prices are well maintained, small advances being granted for favorite brands in many instances.

We quote as prices current.

FOUNDRY.

Hanging Rock Charcoal No. 1	$22 50 to $23 50
Hanging Rock Charcoal No. 2	21 25 " 22 25
Strong Neutral Coke No. 1	18 50 " 19 00
" " " No. 2	17 50 " 18 00
American Scotch, No. 1	19 00 to 19 50

GREY FORGE.

Neutral Coke	$16 75 to $17 25
Cold Short	16 25 " 16 75

CAR WHEEL AND MALLEABLE.

Hanging Rock, strictly cold blast	$ 27 75
" " warm blast	24 00 " 24 50
Lake Superior "charcoal" all grades	24 00 " 25 00
Southern Car Wheel, strictly cold blast	26 50 " 27 50

Captain C. Goodwin, with a crew and surfboat, has gone to Covington, where he will render all the aid possible. Captain Goodwin returned from the Cincinnati flood of last year with a medal as a token of valuable services.

OIL IN STORMS AT SEA.

A heavy swell never sunk a ship. It is the crash of the tremendous wave which overpowers the stanchest craft. Many practical navigators as well as scientists declair that oil will convert the hugest breaker into a smooth swell, over which a vessel can glide without danger. Mr. G. Foster Howell said in his lecture, "Pouring Oil on Troubled Waters." which he delivered in St. George's Church last evening, that the 300 sailors who have been lost within three months might most of them have been saved by the use of oil to still the tempest. He has himself witnessed the result of its application, having been on board a ship whose captain cast oil into the sea as the last hope of escape from a gale off Cape Horn. Perforated canvas bags filled with oil can be attached to the bow of a ship by lines to reduce a raging sea to a smooth surface in the vicinity of the vessel, and there is ample evidence that the simple and inexpensive device will be invariably efficacious. Captain Evans, of the steamer North Cambria, made a successful test of the device in a passage from New York across the Atlantic a year ago this month, and a Montrose liteboat crew not long age demonstrated the value of oil in navigating a liteboat. Perhaps a boat might have reached the City of Columbus in time to save many lives had it been provided with a few gallons of oil to pour into the waters of Vineyard Sound. It would seem folly for any craft to neglect to carry oil for use in canvas bags to calm a raging sea.—*N. Y. Mail.*

RESTORATION OF AMERICAN SHIP-BUILDING.

An interesting and able essay on this subject, written by Mr. George B. Butler, has been issued by the Union League Club of New York.

The points which it seeks to bring forward are that this country ought to provide means and establish laws by which our ocean trade should be done in American ships. After giving an outline of the decline of our shipping, it suggests the means by which the supremacy of the United States could be re-established on the sea, as regards both merchant marine and navy. The arguments are essentially the following:

1. We should not buy foreign ships, but depend upon ourselves for whatever is necessary for support, defence, or war.
2. Foreign vessels should not be encouraged to transport our postal matter and home production.
3. That, following the example of other countries, we should resort to subsidies.
4. We must modify our navigation laws in favor of our own flag, whether subsidies are granted or not.

In addition it declares that the Naval Academy at Annapolis should be enlarged so as to include shipbuilding, both practically and theoretically, in order that not only the government, but private establishments, shall be provided with skilled minds.

Under the heading "Ship Buying Extraordinary," the New York Sun says "An American party of scientific explorers is ice bound in the Arctic regions. Unless speedy relief is afforded, the members of the expedition are likely to perish. We keep up a national naval establishment at an expense of millions of dollars a year. It becomes necessary to send a vessel to the polar seas to succor our countrymen. Where do we find a suitable ship? In the navy of the United States? No. We go to the merchantile fleet of Great Britain! 'The Navy Department,' says a Washington dispatch to the Tribune, 'is negotiating for the purchase of another vessel to join the Greeley relief expedition. It is owned in Scotland, and will cost very nearly as much as the Bear, bought a few days ago in Newfoundland for about $100,000. A third vessel, it is expected, will be secured from the British Admiralty. Would it not be just as well to scuttle the ships whose maintenance as a so-called navy now costs the nation such a vast sum of money, and rely on our ability to purchase serviceable vessels from other countries whenever we have any actual need of them?"

The superintendents of the various life-saving stations have been instructed to furnish, for scientific puposes, samples of the so-called "singing sands," wherever found. These sands get their name from the peculiar sound, resembling somewhat the barking of a dog, which they give forth when walked upon or disturbed in any way. The property is possessed only by dry sand found between the water line and extreme hightide marks along the sea coast and the shores of the great lakes. Already twenty-six samples of this sort of sand have been received, indicating its existence in as many different localities in this country. Heretofore these singing beaches have only been known to exist in two places, one in this country and the other in Europe.—*Oswego Times.*

SMOKELESS LOCOMOTIVES.

After experimenting for many years, Dr. C. Holland has produced a locomotive engine that emits no smoke. It has been successfully running on the Eastern railroad, between Boston and Portland, for three weeks. Its tender has a water tank somewhat larger than the usual size, and within this is a tank holding 900 gallons of crude naptha. This and the water from the outer tank are forced by a donkey-pump through small valves into four retorts under the boiler, and are there decomposed, the oxygen of the steam united with the carbon of the oil at the great heat, and leaving the hydrogen free. The fire can attain its highest degree of heat in ten minutes from the time it is lighted. The estimated cost of running the engine is about six cents a mile—a saving of about 45 per cent on the cost of coal. The oil is entirely consumed, and there is no escape of smoke and cinders.

[*Concluded from 1st page.*]

dent, W. H. Stevens; vice-president, Samuel F. Hodge; secretary, J. V. Moran; treasurer and general manager, Eber Ward; directors, the aforenamed and D. M. Dickinson.

The Inter-Lake Transportation Company elected the following: President, P. J. Ralph; vice-president, Cameron D. Waterman; treasurer, Alvin C. Burt; secretary, Herman C. Ralph; directors, aforenamed and Thos. S. Christie.

Star Line: President, Henry Howard; treasurer, C. A. Ward; secretary and general manager, A. N. Moffatt; directors, the aforenamed, W. K. Muir and Mark Hopkins.

Since the shipbuilding mania took its rise in the lake region, and up to 1860, Lake Ontario largely predominated in establishing on either side more points for this branch of our lake commerce than any other of the western lakes, and until quite a recent period built more of what is known as the medium canal size vessels. The business of shipbuilding at Clayton, on that lake, was inaugurated in 1832 and was introduced by Messrs. Smith & Merrick (Jesse Smith and E. G. Merrick) employing about 100 men. The first vessels built there, the Jessie Smith and Horatio Gates, and in line thereafter the schooners Franklin, Willett, Monroe, Madison, Cleopatra, Morgiana, D. Webster, Robert Wood, E. G. Merrick, Oneida, St. Lawrence John Oades, D. N. Barry, Niagara, and numerous others not necessary to particularize here. John Oades, now of Detroit, was the master builder. Not a few of the vessels constructed there were for Fowler & Esseltyne. Several fine steamers meanwhile were also built there, prominent among which were the Niagara, 473 tons; Cataract, 577 tons; Ontario, 832 tons; Bay State, 900 tons, and New York, 994 tons. The steamers British Queen, 279 tons, and British Empire, 330 tons, with the brigs Quebec, Manchester and other craft, were built at Wolfe Island, in Canadian waters. At Cape Vincent Louis Goler, was the prominent builder coming there from Garden Island. In 1831 the steamer United States was constructed and was first commanded by Captain Elias Trowbridge. It now has a marine railway with good facilities for jobbing and ship repairing. Other shipbuilding points on that lake may be referred to in a subsequent communication. J. W. H.

CHICAGO.

Special to the Marine Record.

An order has been issued in the United States district court at Chicago for the sale of the schooner Japan.

The Farragut Boat Club held its reception Monday evening, February 11, at Bournique's No. 51 Twenty-third street.

At the meeting of the Chicago Yacht Club, Friday evening, February 15, Mr. Miles G Nixon will read a paper suggesting a plan by which every member will be enabled to own and sail a yacht. The Commodore and officers of the club deem the plan practicable, and hope for a large attendance of members and interested friends.

The South Chicago Dock Company have closed leases with three of the oldest lumber firms in this city, namely. Thad Dean & Co., D. F. Groves, and Joseph Charnley, for 2,000 feet of dockage on the property of the company at South Chicago. This movement is significant, and the result of long negotiations, and as other negotiations are pending, it is the first movement of a number in this direction. Also, negotations for warehouses in this region are under way, the evident magnet being the marked railroad facilities and corresponding transportation facilities by water.

OSWEGO.

Special to the Marine Record.

The schooner John T. Mott is having a partial rebuild at Goble & McFarlane's shipyard.

Captain John Van Alstine has recovered from a severe illness and is able to get around among his friends again.

From the report of T J. Rubidge, engineer in charge of the Murray canal, says the Oswego Times, we learn that the work is progressing satisfactorily. The works extend over a distance of nine and a half miles and consist of a through cutting in ordinary excavation, four and one-eight miles in length, across the Isthmus of Murray and of stretches of sub-marine excavation in sand or clay, at the Presqu' Isle and Bay of Quinte entrances, and the new entrance to Presqu' Isle harbor. Excavation has been carried on over the entire length across the isthmus. The construction of the canal will be a matter of great interest to Oswego as it will effect a great saving in distance between this port and Belleville, Trenton and other ports at the western end of the Bay of Quinte. To the Dominion the value of the canal can not be over estimated, as it will prove an extension westward thro' Lake Ontario, of the upper St. Lawrence river navigation by the way of the land locked waters of the Bay of Quinte to Presqu' Isle harbor, a point on the north shore nearly equi-distant from Kingston and Toronto. The canal when completed will have the effect of developing a considerable coasting trade along the north shore of the lake.

MT. CLEMENS.

Special to the Marine Record.

Captain Webb, late master of the steambarge Handy Boy, will command the barge Virginius, of Mt. Clemens, the coming season.

The steambarge building for Chapton and Lacroy is planked and the deck is on, and she will be ready to launch in two or three weeks. Her engine and boilers, which were ready the first of February, were built by the Fulton Iron Works, Detroit.

Mr. O. Chapton and Captain Gilbert Lacroy have sold half of the steambarge Solon H. Johnson to Captain Thomas Pringle, of Marine City, for $3,000. She will run in the coal trade from Toledo to St. Clair river the coming season. Captain Thomas Pringle will command her.

HURON.

Special to the Marine Record.

The schooner J. B. Kitchen, owned by the Jackson Iron Co., is having a thorough calking under the supervision of Captain Peterson.

STURGEON BAY.

The owners of the lumber in the hold of the wrecked schooner Lincoln Dall have contracted with Captain C. O. Paterson, master and owner of the scow Agnes Biermann, to transport it to Chicago after the opening of navigation.

The fishing tug Maxwell, which has been stationed at the ship canal this winter, made her first lift last Saturday, obtaining three hundred pounds of trout. The nets are set about fifteen miles from the canal, in sixty fathoms of water. It was found that the inshore nets contained the most fish, and it is believed that the catch would be larger if the nets could be set in shallower water, but the ice will not permit this. There is a probability that the tug Brooks, which is now at Manitowoc, will soon be stationed at the canal, in which case an attempt will be made by the two tugs to catch whitefish. To do this the nets will be set near the middle of the lake, in ninety fathoms of water. It is not safe for a single tug to operate at such a distance from shore, and unless the Brooks comes here the Maxwell must continue her work on the ground she now occupies.—*Advocate.*

MILWAUKEE.

The propeller City of Ludington has been here since Saturday. The propeller Wisconsin and F. & P. M. No. 2 left on Sunday night, and the propellers Michigan and F. & P. M. No. 1 were loading Monday.

Record was made at the custom house of the sale of three-eighths of the schooner J. B. Merrill, by James S. Porter to John B. and John P. Merrill, for $8,000.

In March, 1882, the demurrage suit of the Northern Transit Company against the Grand Trunk railway Company for $500,000, growing out of the detention of the plaintiffs' propellers at this point in 1879 and 1880, was tried in Milwaukee and resulted in a verdict of $111,666.66 for the Northern Transit Company. The defendants moved for a new trial on the ground that the damages were excessive. The motion was granted, and the second trial will take place in Milwaukee on February 5. Robert H. Day, of this city, who was formerly in the employ of the plaintiffs as chief clerk and foreman, is one of the most important witnesses, and will go to Milwaukee on Saturday. Captain Wm. Rollo, who was master of the company's propeller Lowell, will also be a witness, but will not go to Milwaukee until Tuesday.

MANITOWOC.

Matters at the shipyard are lively this winter. Commodore Rand tells us that more timber has already been brought into the yard then during the whole of last winter. The purchases of timber some weeks from local supply alone have been over $3000, per week.—*News.*

Following craft are in quarters at this port: Steamers Chicago, Muskegon Corona, Sheboygan; propellers, Menominee, Chaplain, Rube Richards and consort; wrecking tug John Gregory; schooners M. L. Collins, Glen Cuyler, Four Brothers, Bertha Barnes, Felicitous; scows Bock, Williams and Christina Neilson.

The repairs to the J. I. Case will amount to about $18,000. As soon as the Case leaves the dock the Champlain will be put in to be followed by the Collins, the outlay on the former to be about $10,000. The steamer Chicago, of the Goodrich line, has recently come out of the dock, and the outlay, on her will not be far from $8,000. The Gregory will be put in good trim for next season's business. In fact her owners intend to make her better than she has been since she came out. Rand & Burger employ from 175 to 180 men in the shipyard.

PORT HURON.

The gross earnings of the White Star and Star Lines of boats for 1883 were $76,015.34.—*Commercial.*

When the new G. T. R. transfer ferry is ready for business it will be used at this port, not at Detroit, as has been supposed.

Mr. Tom Fowler has returned from Brockville having opened the channel across the river. The work was finished on Thursday. One hundred and sixty torpedoes were used in blowing up the ice. The job was a good one and Captain Merriman is correspondingly happy.

VERMILLION.

The water in the river reached a higher point than for years before, but no serious damage was done.

On the 4th inst. the tug H. S. Hunter was torn from her moorings by the breaking of the ice in the river, and drifted about a mile out into the lake. On Wednesday she had disappeared, and it is thought she sunk. It is supposed she struck the pier in going out and had a hole knocked in her. She was owned by Captain Day and is a total wreck.

CHEBOYGAN.

Captain Chas. E. Kirtland will remove his family from Milwaukee to Cheboygan, Mich. at the opening of navigation. Captain Kirtland still retains his interest in the wrecking tug Leviathan, and he goes to the city of straits for the purpose of looking after the interests of the boat to better advantage. Captain Larson, who was in command of the Leviathan in 1882, will have charge of her again the ensuing season.

KINGSTON.

John Laird has just received the contract to paint fifty-eight boats for the M. T. Company. It will require more than one pot full of paint to go over that number of boats. It is said that in making his calculations he reckoned by the square mile and not by the foot.

FORT GRATIOT.

Captain D. C. Curtis is negotiating with Sandusky, Ohio, parties relative to a larger boat with steam in her. If he does not effect the purchase he will put an engine, (which he has already bought,) in his scow the S. E. Curtis, in the spring.

WALKERVILLE.

The tug Bob Hackett took her annual ducking on Tuesday last. She had been lying at the sugar refinery dock. During the winter, and it is supposed that the sea cock in the bottom of the boat was burst by the frost, which caused her to sink.

BATTLE OF THE CHESAPEAKE.

The continual fighting between the armed oyster police boats of Maryland and Virginia, with the vessels of the two States who insist in dredging illegally in each other's waters is a continual source of excitment there, which is only intensified when the oyster navies of the two States take common cause on the oyster pirates from the North. The latest is an attack on a fleet of Maryland dredges illegally in Virginia waters, by a gunboat of the latter State, and the defeat of the Maryland boats. The following yarn from the Chicago Tribune is a graphic account of the probable action Uncle Sam will the matter when the fight waxes too take in warm for the state rights people:

"Avast heaving."

Captain Foamcrest turned quickly on his heel after giving this order in the sharp, decisive tone habitual to seafaring men, and continued to pace the quarter deck of the Avenger with regular tread. With hands behind him and eyes steadily fixed on the oaken planks which upheld him, he did not look like a man on whose mind was pressing the weight of a great responsibility—a responsibility that ere the sun sank to rest beneath the waters might necessitate the shedding of human blood. For five minutes he paced the deck in silence, and then, turning with a show of impatience and speaking in a tone that betrayed irritation, if not anger, he again said, "Avast heaving."

The man to whom the command was addressed, a fine, brawny fellow, with a clear eye and honest face—in fact, the very model of a first-class sailor—drew in his head from over the bulwarks and replies: "I can not."

"How long have you been in the American navy, my man?" asked the captain in not unkind tones.

"Ten years, sir," was the reply.

"And is this your first experience on water?"

"Yes, sir."

"Very well; avast heaving as soon as it is convenient."

"Aye, aye, sir," replied the man, hitching up his trousers respectfully.

The captain walked slowly aft, and addressed the man at the wheel—"Old Tom," a grizzled sea dog, who had sailed the Wabash under Secretary Thompson, and seen service off the rock-bound coast of Lemont, when a hostile constabulary endeavored to attach a canal boat.

"How does she head?" asked the captain, looking into the binnacle.

"West by south," replied Old Tom, giving the wheel a turn and glancing aloft to see that the topsails were drawing. "I think we shall have a capful of wind from the north to-night," he added. "Yon cloud has a wicked look."

"Very well," said the captain. "I will tell the cook to lash the beefsteak to the gallery and make fast the toothpicks in case anything should happen."

* * * * * * *

Night has come.

The Avenger is cleaving the water in gallant style, the white foam curling from her bow as she comes in stays and stands away on the starboard tack. The quarter deck is deserted save by Lieutenant Alltaut, whose watch it is. The captain has gone below, and the steady, strident snore that is wafted upward tells that he is asleep. Suddenly one of the lookouts comes aft and touches his cap to the lieutenant.

"There's a sail on the port bow, sir," he says.

Lieutenant Alltaut takes his glass and looks in the direction indicated.

"It's the pirate," he said speaking calmly, as do all naval officers—in books. "Send a man below to put a clothes pin on the captain's nose; and, while you are there, bring up my cutlass and a piece of pie."

The man disappeared.

In the meantime preparations had been made for the approaching conflict. The men were stationed behind the bulwarks and their faces wore a determined look. Nearer and nearer drew the Avenger to her prey, until at last she lay alongside the dreaded oyster pirate of Chesapeake Bay. Not a sign of life was visible on the craft. From the mizzenmast a week's washing flapped dismally in the night wind. Lieutenant Alltaut reached over the Avenger's side and grasped a shirt, thereby being enabled to hold his vessel steady. The men witnessed this manœuver in silent admiration. Brilliant seamanship always commands respect.

"Ship ahoy!" called the lieutenant.

A noise was heard aboard the craft, and an instant later Black Mike, the pirate, appeared on deck. He comprehended the situation in an instant, and drawing a huge knife from his boot, sprang forward to cut the tail from the shirt to which Lieutenant Alltaut was holding, thereby allowing the Avenger to drift into the darkness. The officer was on the alert, however, and felled the pirate to the deck with a piece of the government pie which he had not had time to eat. The man rose quickly, but thoroughly humbled.

"Well," he said, "you have caught me at last."

"Do you surrender?" asked the lieutenant.

"No," answered the pirate with a horrible oath; "I will sell my life dearly."

"Reflect on what you are doing;" and Lieutenant Alltaut's voice trembled as he spoke. "You are at our mercy. At a signal from me one hundred copies of Secretary Chandler's report will be hurled on your deck."

"My God!" said the pirate; "are you, then, devoid of all humanity?"

"Yes," replied the lieutenant; "no quarter will be given if the battle is begun."

The pirate looked into the port-holes of the Avenger and saw the muzzles of the documents frowning at him.

"Is this report the usual length?" he asked.

"Yes."

"And you have really got one hundred copies aboard?"

"Yes."

"Then I surrender. A brave defence is one thing, but suicide is another."

FOREIGN MARKETS FOR OUR MANUFACTURES.

The custom of requiring our consuls abroad to make annual reports to the State Department respecting the condition of trade of the country in which they may be located is a most sensible one out of which ought to come substantial benefit to our people. Many of these reports are both interesting and instructive. Their chief value, however, lies in the information they convey to the manufacturers respecting foreign markets, peculiarities of trade and wants of different countries and the progress made by these countries in various industries and the possibilities of their further develepment. Whether our manufacturers are now able to avail themselves of all this help is not so certain. But it is certain that their goods by this time would have entered largely into competition abroad with those of foreign manufacture if the right course had been pursued. The mistake made is that manufacturers here have all along committed themselves to too narrow a policy. They overlook the fact that the world is a much larger field for them than their own country alone. A more or less continuous demand may be created for their goods if they have foreign as well as domestic markets, while it confined entirely to their own country the tendency is to produce more than can be consumed, resulting at regular intervals in stagnation in trade and loss of interest on capital. The policy of protection is to blame for this to a great extent. So long as the country readily consumed all that was produced onr manufacturers prospered and made big profits. But this soon had the effect of increasing their numbers until now they crowd one another and would be glad if only opportunity offered for disposing of their goods abroad. The least effort seems to produce a surplus. In spite of all this and of the advanced state of our manufactures it is curious to note how tenaciously they hold on to the worn out policy of protection. These industries, though at least twenty-five years old, still claim to be infants, and are continually crying out for protection pap. If after all that has been done to foster their development, they still remain infantile, when is it expected that they will reach manhood? It is altogether probable that they have been nursed too much for their own good as well as that of the people. They would, without doubt, have been in a much better condition to-day had they been stripped some time since of protection and made to fight their way in competition with the manufacturers of other countries. There are yet a few countries in the world besice the United States; there are millions of civilized people who so far as their personal wants are concerned do not feel the need for the existence of this country, for they are neither obliged to buy our grain for food, nor our cotton for clothing. As regards cereals, other countries are rapidly pushing against us in foreign markets. This may indeed seem strange to many here who entertain the belief that Europe must have our breadstuffs or starve, but it is nevertheless a fact. The love of one's country is most praiseworthy, but the extravagant idea which some people here hold respecting our controlling position in the economy of the world's affairs is a little absurd. This, too, is a thing that has resulted a very great deal from our protection policy. Our industries are many and great, and our people have shown activity within our own borders. For that very reason our vision has been narrowed so that we have been unable to see that there exists a wide world of which we are only a part. Our manufacturers might peruse with profit to themselves our consuls' reports. It might serve to enlighten them in many ways; to broaden their views on matters of importance to them in their business. They might see that while they have been keeping foreign competition out, they have also been restricting the sale of their own goods and crippling their own efforts.—*Maritime Register*

PROPOSED YACHTING ASSOCIATION.

The Toronto Yacht Club at its last annual meeting pronounced in favor of an attempt to form a yachting association for the inland lakes, a step felt to be necessary in view of the diversity of measurements and movements of the various clubs on the lakes. In accordinance with the sentiments expressed at the Toronto Club meeting, the following circular has been issued:

At the annual general meeting of the Toronto Yacht Club the undersigned were appointed a committee to communicate with yacht clubs as to the propriety of attempting to form a lake yacht racing association, and request suggestions concerning it. Besides the general advantages to yachting to be derived from the action of such a body, which may be inferred from the success attending the efforts of associations of the like character in other waters, the following have only to be suggested to be immediately appreciated.

1. The confusion at present arising from the many different systems of yacht measurement and time allowance now existing would entirely be obviated by the adoption of a uniform system.

2. The dates of the regatta of the different clubs could be fixed by the executive body of the association in such an order that a yacht would be enabled to attend all the events in succession in the course of an ordinary summer cruise.

3. The establishment of a unform code of signals might also be agreed upon.

You will confer a favor by bringing the matter before your club as early as possible, and forwarding the official result to the Secretary of the Toronto Yacht Club.

It is desirable that the answer should be available by the middle of February.—*Kingston News.*

PAUL BOYTON IN CHICAGO.

Captain Paul Boyton, the celebrated nautical adventurer, is at the Grand Pacific. Next Thursday evening he is to be married to Miss Maggie Connelly, eldest daughter of Mr. C. C. Connelly, of No. 117 Desplaines street. The captain is looking well, and says he never felt better in his life. He intends to give up his past life, and will devote the future to submarine engineering and the manufacture of submarine apparatus. He has just completed an apparatus for diving purposes which cuts away the pump altogether, the diver taking his own air with him.

The reporter asked Captain Boyton if he had kept a record of the number of miles he had traveled in the course of his life "down stream?"

"Well," he replied, "I figured up recently 25,000 miles within a space of less than ten years—launching out in my first rubber suit in October, 1874."

Continuing to answer the reporter's interrogatories in rapid succession, Mr. Boyton, in the space of a few moments, furnished much interesting data respecting his remarkable career. "In 1867, '68, '69, while in the life saving service on the Atlantic' I rescued seventy-one people from drowning. During '70 and '71 I served in the Franco-Prussian war as a Franc-tireur. In '72 I was in the diamond fields of South Africa. In '73 I reentered the life saving service, where I remained till my well known leap from a vessel off the coast of Ireland. Then I began my swimming and floating feats."

"Your leap from the vessel off the coast of Ireland resulted in the most perilous journey of your life, did it not?"

"Yes, I had a terrible time, but it was my introduction to Europe, and was the making of me. Shortly after that I made a number of ventures, The first time I trid to cross the English Channel from Dover I got within four miles of Cape Griznez, France, I ran afoul of a heavy storm, and representatives of the press, aboard a steamer which followed, compelled me to abandon my project and take refuge with them. A month later I succeeded in crossing the channel from Cape Griznez, landing at South Forelands, Eng. With my improved apparatus this trip will now be considered a little before-breakfast-jaunt. Dukes and princes followed me in steamers all over Europe, and I was presented to all the crowned heads in every civilized country."

"What rivers have you tested in America?"

"The Mississippi, Missouri, Alleghany from Oil City to Pittsburg, thence down the Ohio to Cairo, down the Father of Waters to the Gulf of Mexico, a distance of 3,242 miles, and a weary trip it was; the Detroit river, Pemiquassit, Merrimac, Connecticut, St. Johns, Savannah, Cooper, Potomac, Delaware, Narraganselt, Arkansas, Yazoo, the Cape Fear, St. James, and a host of others. And I have been in almost every river of the old world. Besides I have made long voyages in many of the great seas, bays, lakes, etc., and shot many of the most celebrated rapids."

"You have had many honors bestowed?"

"Oh, yes; I was presented with forty-two medals and decorations (not badges) in Europe; I have three times received the order of knighthood, and have been elected honorary member of countless clubs, orders, and societies. Through all this I have retained, I think, my youth remarkably well," and the captain viewed his fine physique in a mirror with evident satisfaction. During all the time he was engaged in reciting his adventures there was not a particle of bravado in his speech.

Captain Boyton is a young, vigorous man, as straight as an arrow, with broad shoulders, a perfect athlete in every respect; rather a handsome face, dark, fine hair, large blue eyes, brown mustache, a complexion bronzed by the sun of many climes, speaks five different languages, and intermingles his conversation with no little wit. He has entered in his rubber suits 115 foreign cities, and has been in all the principal cities of the United States. He has greatly improved in his various apparatuses, and seems to think a few years of dilligent and attentive work will develop even greater and more astonishing improvements.

"After having passed through all these adventures," concluded the captain, "I have enough courage left to venture upon the sea of matrimony. If I am wrecked I shall never forgive Chicago—but I don't anticipate anything but smooth sailing.—*Inter Ocean.*

FOR SALE,

STEAMBARGE MILWAUKEE.

Her length is 135 feet, beam 26 feet, and hold. 10 feet 10 inches. Boiler 17 feet long. 7 feet diameter; three flues, two 16 inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

FOR SALE

STEAMBARGE DAISY DAY.

Length 112 feet, beam 21 feet, depth of hold 8 feet; engine 16x18; good steaming boiler 5 feet in diameter, 10 feet long. Carrying capacity 130 M pine lumber, or 100 cords of wood, or 7 00 bush wheat. Address,
CAPTAIN JOHN ANDERSON,
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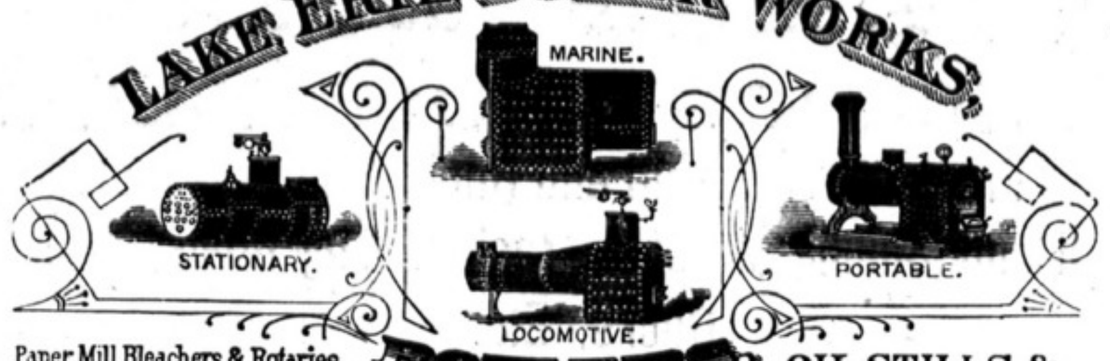

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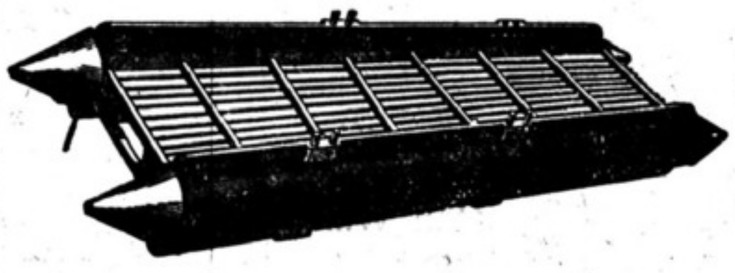

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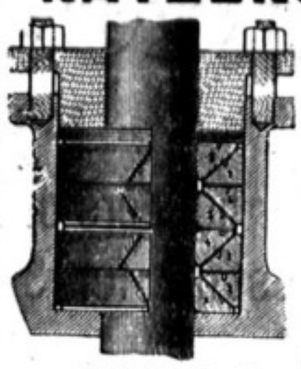

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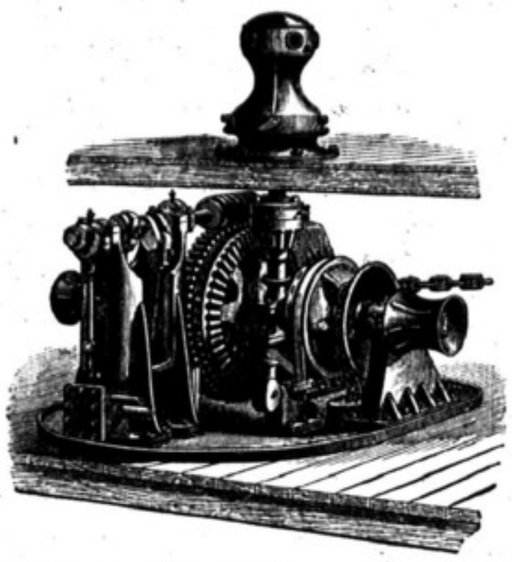
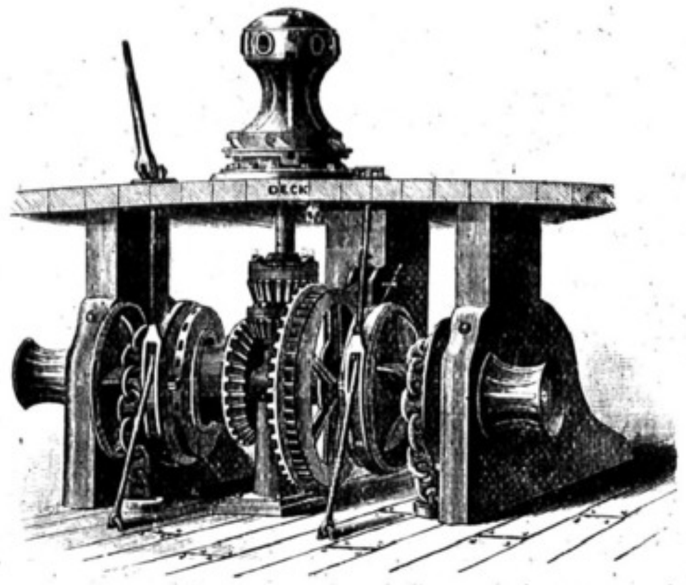


The Providence Patent Steam Capstan Windlass New Style.



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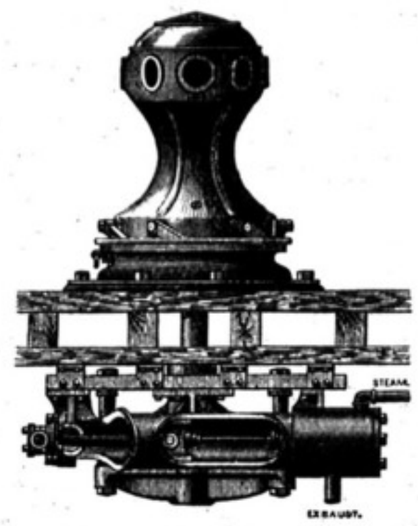

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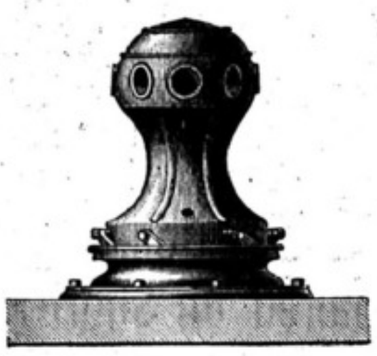

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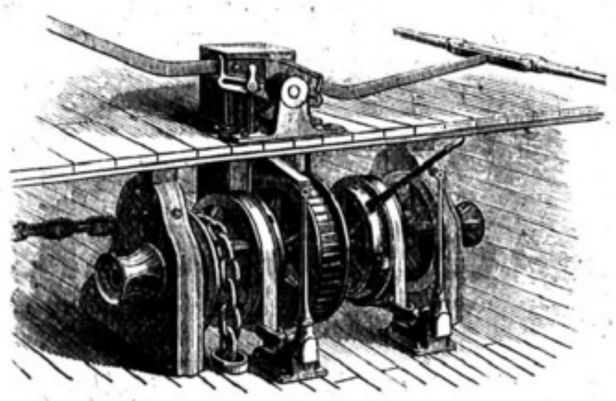

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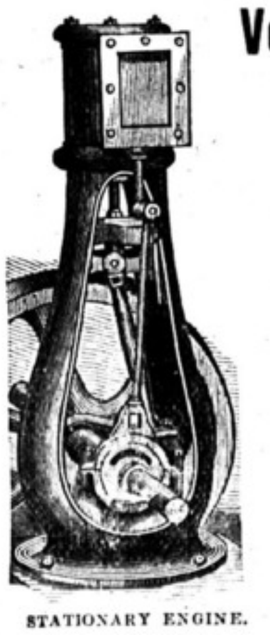

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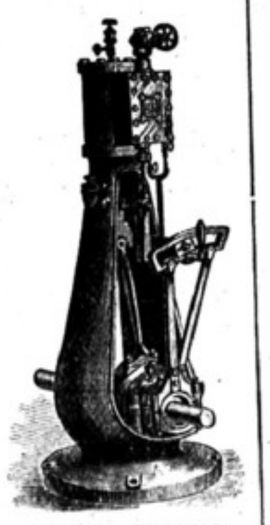

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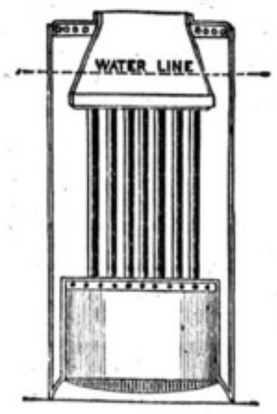

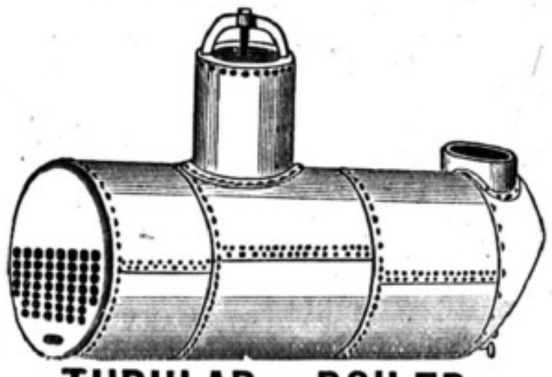

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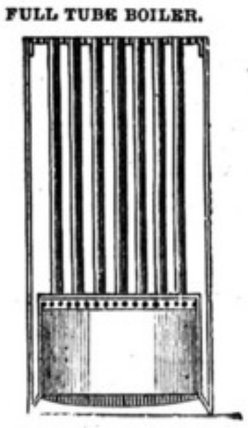

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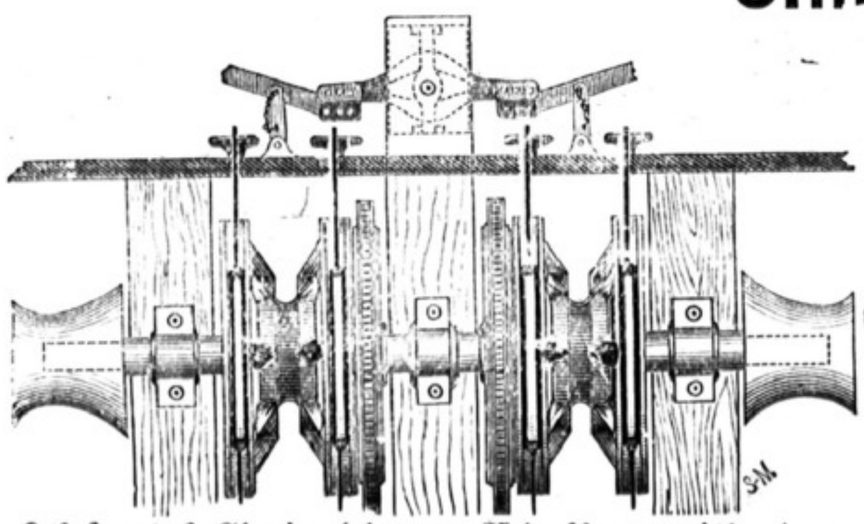
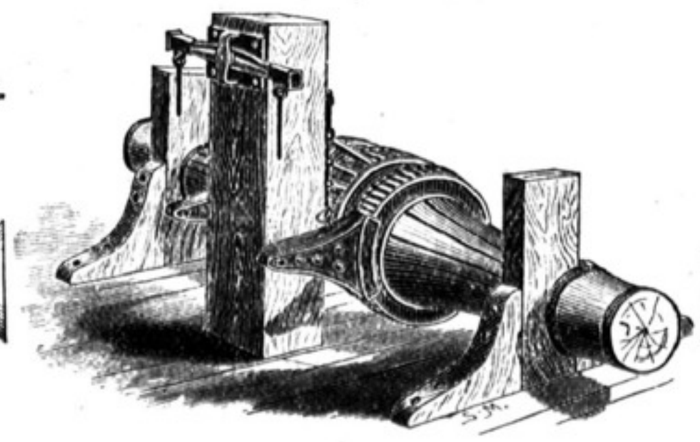
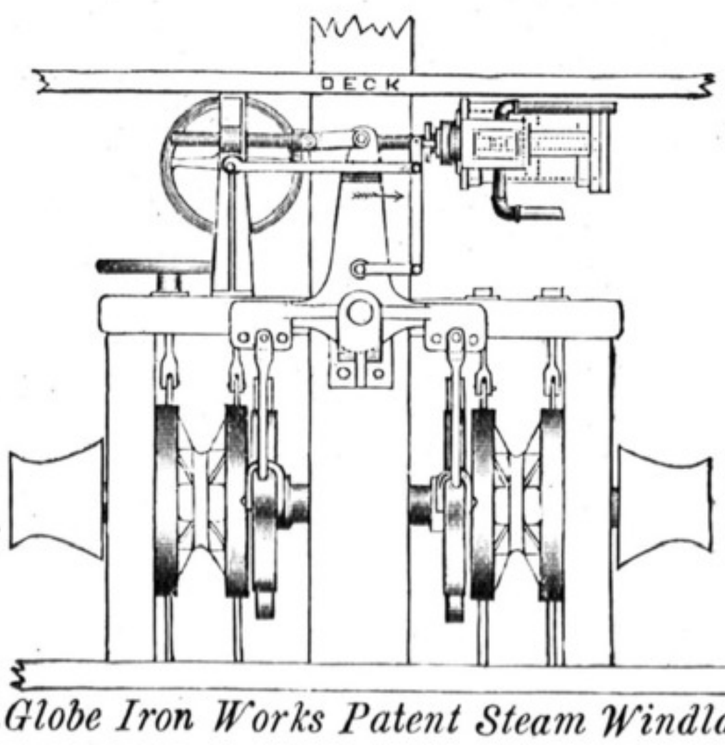


Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



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